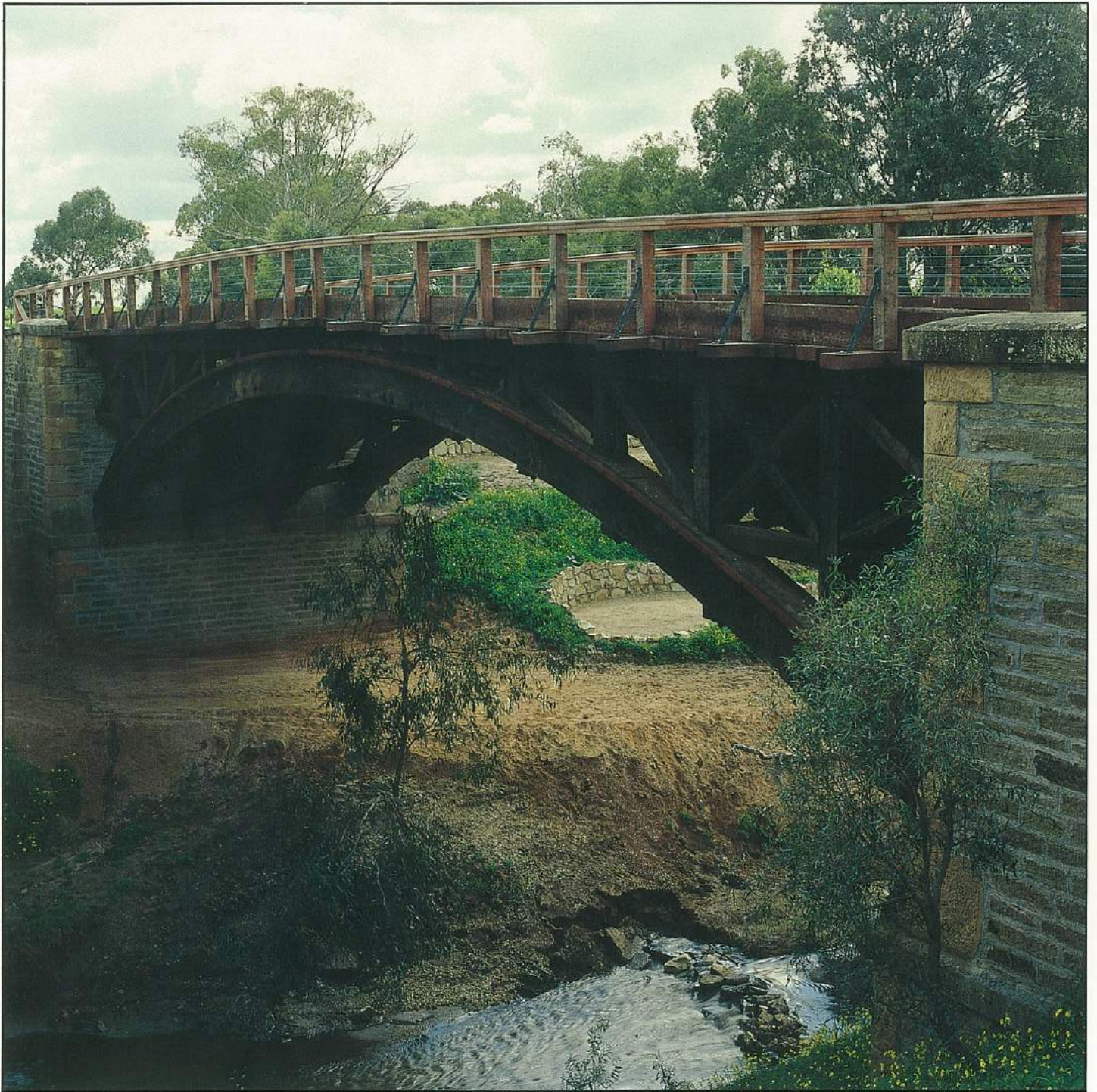


ANGLE VALE & DISTRICTS PROGRESS ASSOCIATION INC.

# ANGLE VALE BRIDGE



1876

1988

## OFFICIAL OPENING GALA DAY

COMMEMORATIVE PROGRAMME



# THE ANGLE VALE BRIDGE RESTORATION PROJECT

The Angle Vale Bridge Restoration Project has been funded by the City of Munno Para, District Council of Light, Department of Environment and Planning, Australian Bicentennial Authority and the Community Employment Programme. Many individuals and organisations have assisted with this project.

## Angle Vale Bridge Restoration Project Personnel:

Eunice Ashton	Lewis Hunt	Ivan Smit
Coralie Bolton	Chris Jantzen	Bill Stacy
Marilyn Booth	Brian Jonas	Kym Stevens
Jock Bourne	Jim Kellie	Brian Stevenson
Shirley Buzzacott	Margaret Lee	Malcolm Thomas
Phillipa Codd	Dominic Legoe	Roger Trevor
George Croad	Peter Llewellyn	Ken Tripp
John Davidson	George Loizi	Ivor Turner
Harry Edwards	Theresa MacPherson	John Walker
Hank Folker	Catherine Meaney	Chuck Wark
Andrew Gejas	John Morgan	Carol Watson
Julia Haska	Trevor Page	Carolyn Wigg
John Hawes	Gillian Pearson	David Young

## Residents (Preliminary)

Angle Vale & Districts Progress Association Inc.  
Hann Family

Hudson Family

Trevor Johns

## Contributing Organisations (Preliminary)

Australian Bicentennial Authority  
Cielens & Wark  
City of Munno Para  
Community Employment Programme  
Department of Environment and Planning  
Department of Mines & Energy  
District Council of Light  
Highways Department  
Maunsell & Partners  
Timber Development Association

The Angle Vale Bridge Restoration Project has involved both the restoration of this historic bridge and the creation of a surrounding park.

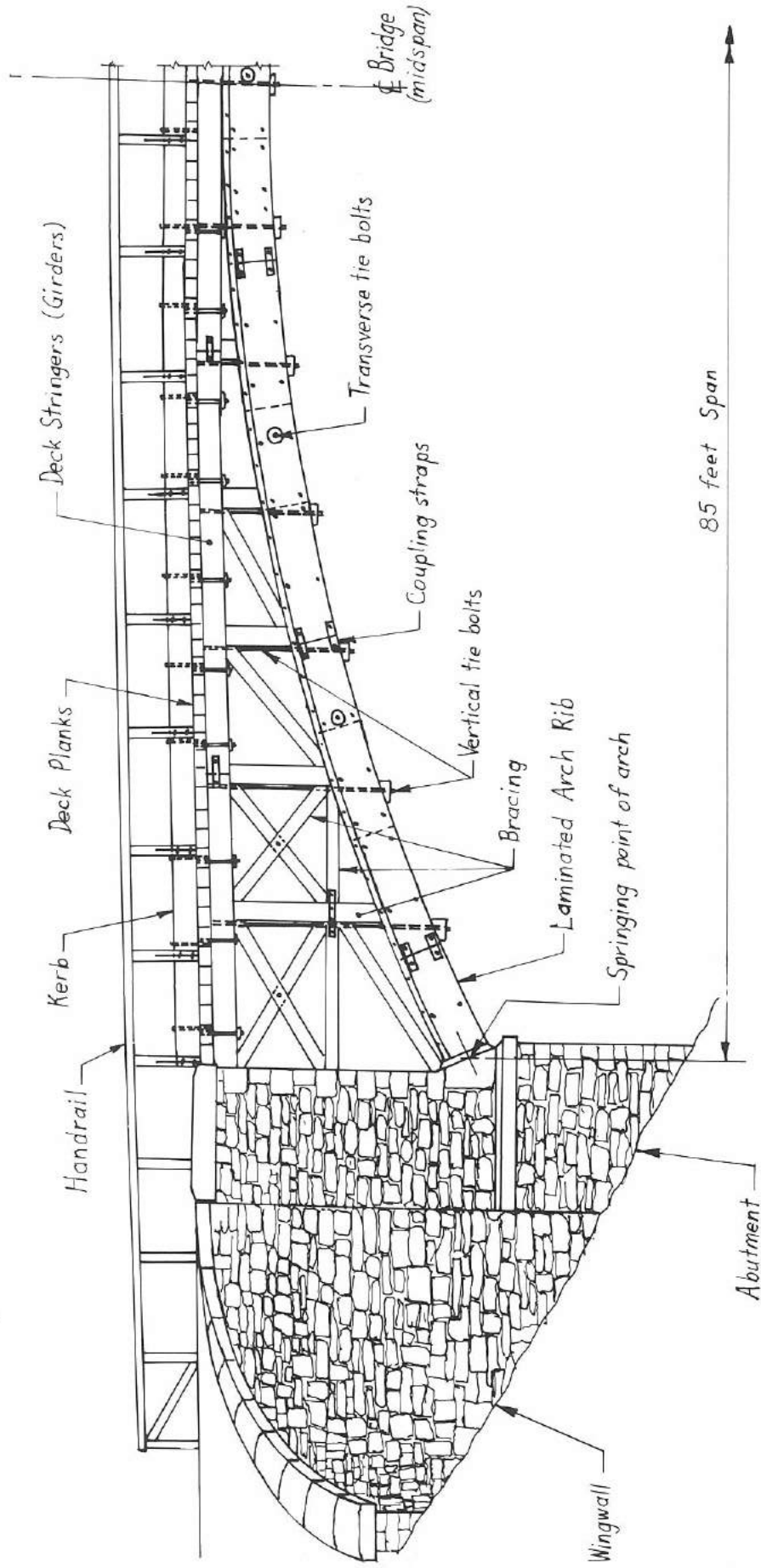
The restoration of the bridge involved the complete replacement of the bridge decking and handrails as well as some replacement of structural timbers. Few repairs were needed to the laminated timber arches although many iron bolts were replaced.

All of the hard cement mortar was removed from the masonry and replaced with soft permeable lime mortar to protect the stone work. This mortar included cinders from the steam engines, identical to the original mortar.

Along the banks of the river considerable amounts of rubbish and weeds were removed. The site has been developed with pathways and steps, car parking and picnic areas. Wattles and other trees native to this area have been planted.

# ANGLE VALE BRIDGE

## HALF ELEVATION



# ANGLE VALE BRIDGE AND ITS ENGINEERING HERITAGE SIGNIFICANCE

This laminated timber arch rib bridge was constructed in 1876 by Messrs Hack and Parker for the Central Roads Board. It provided a direct and reliable crossing for road traffic carrying wheat and firewood to Adelaide. About twenty such structures were built in South Australia after 1856 because they were economically and quickly constructed using readily available materials, and their large clear openings enhanced their ability to survive floods.

## EARLY ROAD BUILDING IN SOUTH AUSTRALIA

For the first 13 years after the settlement of South Australia in 1836, the colony had little money or labour to spare for road making. The few sappers and miners brought out by the Colonial Engineer, Capt E.C. Frome RE, in 1839, concentrated their road making efforts on throwing rough log bridges over streams. These small structures were often swept away by flood waters, to the great inconvenience of traffic. Responding to demands for better roads, Governor Young formed the first South Australian road authority, the Central Roads Board, in 1849 to make and maintain the colony's roads.

The new Board sought a reliable type of bridge able to survive most floods. A long span structure was required which could be cheaply constructed from local materials. Although iron was becoming available at that time and was suited for long span construction, it was expensive and entailed up to two years delay while the iron was fabricated in England and shipped out.

Edmund Wright, engineer and architect, in a prize winning essay on road construction techniques best suited to the colony, suggested laminated timber arch bridges using local or imported timbers. This type had been developed by Benjamin Green of Newcastle-upon-Tyne, England, between 1827 and 1834. It was adopted with little change for South Australia.

By 1856 the colony was recovering from the effects of the gold rush and expenditure on road construction was rising rapidly. In the decade between 1856 and 1865, roads accounted for 19.5% of total government expenditure.

## LAMINATED TIMBER ARCH BRIDGES

In 1856 the Board constructed its first laminated timber arch bridge, over the River Light south of Kapunda. It cost one quarter of the estimate for an iron bridge. Another 14 were built during the subsequent decade, at the end of which their lack of durability was becoming painfully apparent. Green's design had used eight or ten separate "deals" (planks), bent to the radius of the arch then laid on top of one another and connected together to form the rib. That is, the arch was laminated horizontally with the joints between deals exposed on the sides of the rib. Once the timber warped or split, as it inevitably did, the joints opened allowing water to enter and promote rotting.

The Board replaced four laminated timber arches with iron girder bridges in 1869 and 1870. But in the succeeding two years its engineers must have rethought the design and decided that it could be made durable. Red gum, soaked in parafine to deter white ants, was substituted for the softer timbers previously used. The direction of lamination was changed from horizontal to vertical, so that the joints were on the top face which could

be covered by a sheet of iron to prevent ingress of water. Between 1873 and 1878 four bridges were re-ribbed and another five new bridges constructed with vertically laminated arches. These changes were successful, for eight of the nine vertically laminated structures are believed to have lasted more than forty years, whereas only one of the horizontally laminated bridges is believed to have lasted more than twenty years. But by 1878 iron was being fabricated locally and it replaced the use of timber for bridge building.

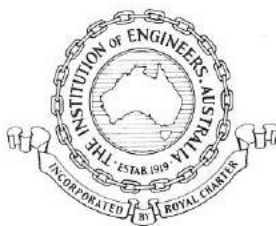
## ANGLE VALE BRIDGE

Tenders were called on Wednesday 2 February 1876 and closed on the 21st. Constructed in less than nine months the bridge was opened on Wednesday 22 November 1876. The designer was C.F.G. Ashwin Esq, C.E., Superintending Surveyor of the Northern District of the Central Road Board. J.C. Brodie was the Clerk of Works and Messrs Hack and Parker the contractors. Charles Francis Godfrey Ashwin was born in 1816, appointed draftsman to the Central Road Board about 1855 and promoted to Surveyor (engineer) on 11 March 1861. He died on board ship while returning to England on 29 April 1878.

The bridge has masonry abutments at each end and curved wingwalls retain the approach embankment. Four laminated timber arch ribs spanning between the abutments support the stringers which carry the roadway. Bracing between the arch ribs and stringers reduces the deflection under traffic load. Lateral bracing between adjacent arch ribs carries transverse loads such as wind and flood. Deck planks laid across the stringers provide the road surface. The handrail posts are bolted to a timber kerb on each side which in turn is bolted near the edge of the deck.

The historic engineering significance of Angle Vale Bridge is its solution to the problems of firstly obtaining long spans before the availability of iron and secondly improving the short service life by selecting the most appropriate material and paying attention to detail. Vertically laminating the ribs appears to have been entirely a South Australian innovation. There are no identical structures known to exist either in Australia or the world. A few other covered horizontally laminated timber arch bridges survive in Vermont, U.S.A., and there is a vertically laminated truss arch at Currency Creek, South Australia.

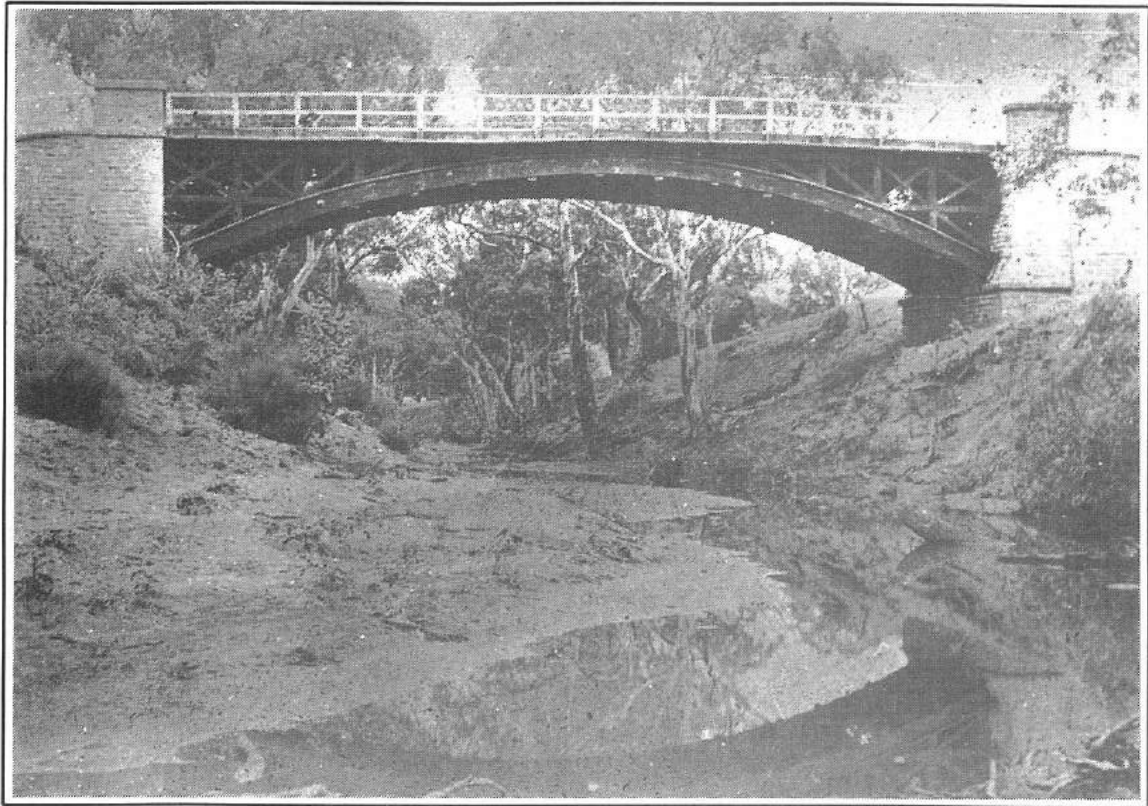
Angle Vale Bridge carried road traffic until replaced by a new concrete and steel structure in 1966. For 90 years the bridge benefitted the community by providing a reliable, long lived, low cost and flood free river crossing for uninterrupted communication and transport of agricultural produce. It was conserved in 1988 by the Corporation of the City of Munno Para using money from the CEP scheme and the Bicentennial Authority.



## THE INSTITUTION OF ENGINEERS, AUSTRALIA

Professional engineering emerged as an identifiable discipline around the time of the colonisation of Australia. Engineers have played a vital role developing this state and nation. The Institution of Engineers, Australia, the body representing 40,000 professional engineers in Australia, has established the Australian Engineering Plaquing Program to recognise items of engineering heritage significance, to bring public recognition for engineers and their works, and a raised awareness of the benefits to the community.

# HISTORICAL PHOTOGRAPHS



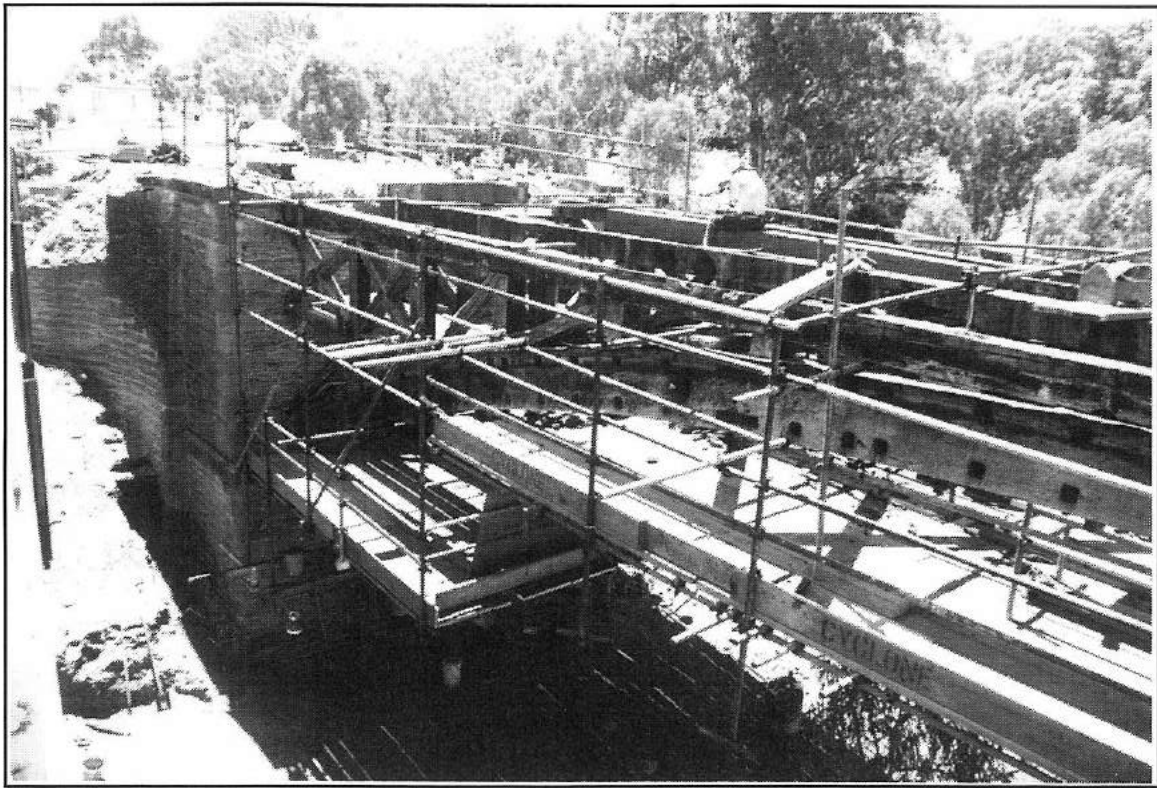
POSTCARD PHOTOGRAPH ANGLE VALE BRIDGE C.1920  
Courtesy BRIAN BARKER - ANGLE VALE



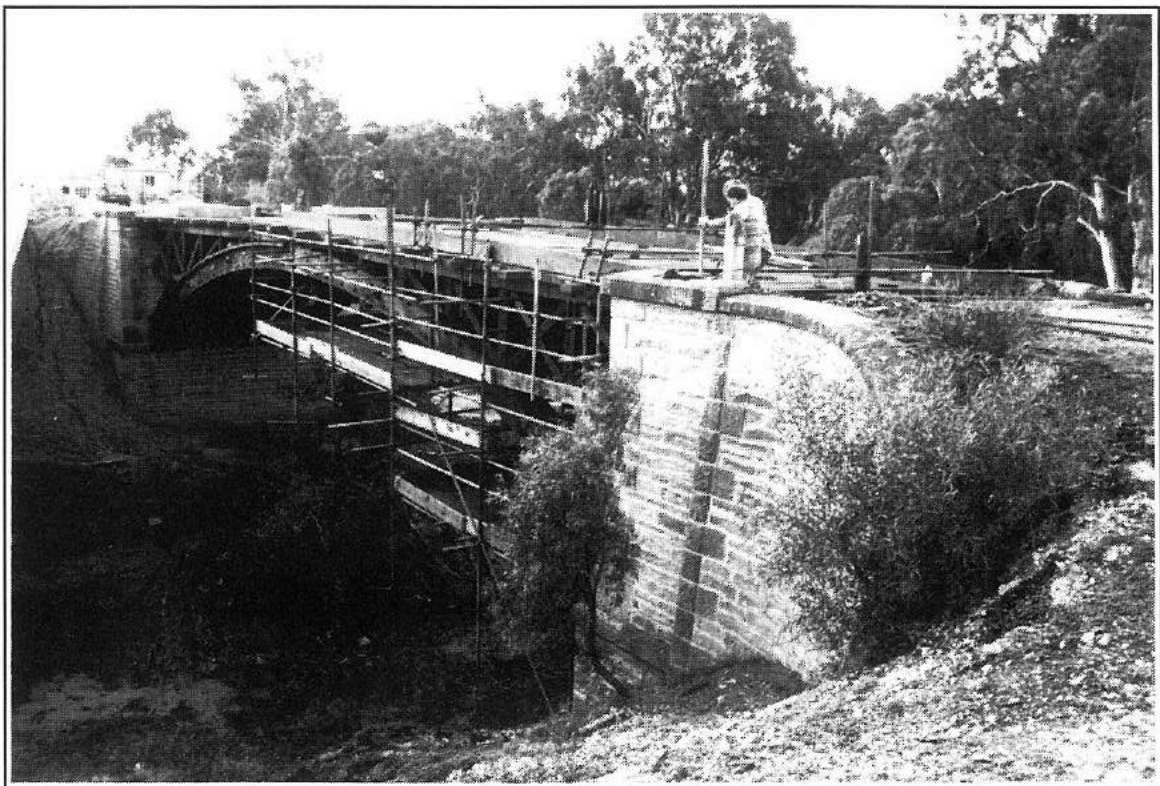
PHOTOGRAPH AFTER REMOVAL OF PARAPETS  
ANGLE VALE BRIDGE C.1940 (approx)  
Courtesy DONALD PATERSON - GAWLER

# CONSERVATION PHOTOGRAPHS

Courtesy W.S.STACY



PREPARING NEW STRINGERS, FEB.1988



PLACING KERB TIMBERS, MAY 1988

# OPENING OF THE ANGLE VALE BRIDGE OVER THE GAWLER RIVER.

[From our Special Reporter.]

The Government have of late years, wisely attended to the construction of substantial bridges, over numerous watercourses in the country, where the crossing has been difficult and, at times, even dangerous. In former times the insufficient bridges that were erected soon gave way before the winter floods, but now the substantial stone, iron, or wooden structures that are being put up bid fair to stand for generations to come. Not many weeks since we reported the opening of two bridges over the Broughton, at Redhill and Yacka, and more recently that of one at Auburn; now we have to record the opening of a fourth over the Gawler River, about seven miles west from Gawler, at Angle Vale, which, by the way, is not a vale, but a plain. Wednesday, November 22, was a beautiful day for such an occasion, and, according to invitation, we left by the midday train with Mr. W. Cavenagh, M.P., and a few other visitors who were proceeding to Angle Vale. Many persons came from Gawler and other places for several miles around. Altogether nearly 400 persons were present. Several private conveyances met the train at Smithfield to take the visitors to the scene of action, where we arrived shortly before 1 o'clock. A special train followed conveying The Chief Secretary (Sir Henry Ayers,) the Commissioner of Public Works (Hon. J. Colton, M.P.), the Hon. T. Hogarth, M.L.C., Mr. H. E. Bright, M.P., who arrived shortly after 1 o'clock, and found the north end of the bridge blocked by a strong post and wire fence, which had been put up by Mr. S. Dawkins the owner of the land. It appeared that the land had, by a former

owner, been given some months ago to the Government for the approach to the bridge, but the Government had neglected to have it conveyed, and the section was afterwards sold to Mr. Dawkins without mentioning the reservation of the small piece which had been given to the Government. Mr. Dawkins, therefore, was perfectly justified in the course he adopted, and he did it merely with the view of asserting his rights and not with any idea acting obstructively. As soon as the Commissioner of Public Works saw Mr. Dawkins, he agreed to remove the fence, so that there was scarcely any perceptible hitch in the proceedings.

About half-past one the Hon. J. Colton offered his arm to Miss Heaslip, who was to perform the ceremony of opening the bridge, and led her to the centre of the structure, where a triumphal archway of evergreens and flags was erected. The Chief Secretary, the Hon. T. Hogarth, Messrs. H. E. Bright, M.P., W. Cavenagh, M.P., J. Patterson, T. Cowan, sen., W. McCord, J.P., James Lindsay, W. Wingate, Dr. Popham, and a number of other gentlemen, and a large number of ladies, collected on the bridge. Mr. J. Patterson, as chairman of the committee for the celebration, having requested the Commissioner of Public Works to introduce Miss Heaslip,

The Hon. J. COLTON said that day was evidently a red letter day for the district, and he had much pleasure in leading forward the young lady who was to perform the opening ceremony, and who he understood was a native of that part of the country. The bridge was a very handsome, and he thought also a cheap structure, and he hoped it would prove very useful to that part of the country. He would now call upon Miss Heaslip to christen the bridge.

MISS HEASLIP then pulled a ribbon attached to a bottle of wine which was hung at the side of the bridge, saying "I have much pleasure in performing the duty entrusted to me, and naming this structure the Angle Vale Bridge, and I now declare it open for traffic; God save the Queen." Three cheers were then called for by the Hon. J. Colton for Miss Heaslip, and were heartily given. The Gawler brass band played "God save the Queen."

The bridge is a remarkably handsome and substantial structure, consisting of a single arch of 85 feet span, having four ribs, composed of massive redgum slitches, of three pieces, 4 x 24 inches each, strongly bolted together. The ends are fitted into solid cast iron sockets, resting on skewback stones, firmly set 3 feet deep in masonry and backed by counterports. The piers are 7 feet in thickness to string course, and 6 feet to the wall-plate. The wings are curved, abutted one inch to the foot, with a very neat coping of 2 feet 6 inches wide. The length of the bridge and approaches is 5 chains 28 feet, the bridge itself measuring 92 feet. The foundations on the north side being treacherous, the contractors had to sink a considerable depth below the river bed before they found a sufficient thickness of clay for a foundation. The upper spangles consist of 10 x 10-inch redgum, with struts and braces, so as to give the greatest possible amount of strength and support to the whole structure. The roadway consists of beams 12 x 12, with four-inch planking to the deck, which is covered with road metal. The parapets above the piers are of cut stone. At the south-west side a stone is let in to the parapet with the following inscription:—"Angle Vale Bridge, 1876. C. F. G. Ashwin, Esq., C.E., J. C. Brodie, Chk. Wks. Hack and Parker, contractors." A strong hand rail with additional wires is carried on both sides of the bridge to the end of the approaches, and the entire work is thoroughly well finished. Mr. Parker has had the practical part of the work to do, and appears to have carried it out with great care. The woodwork has been saturated with paraffine wherever there was a chance of the white ants attacking it. We cannot but think that there has been almost more than was necessary expended in ornamental stone work, and that an equally strong and useful bridge might have been erected at £300 or £400 less expense. We may mention that Mr. Taylor, photographer of Gawler, took a view of the proceedings.

## THE SPORTS

Took place on the flat near the bridge, commencing about half-past 11, and were not concluded until near 7 o'clock. Mr. H. Gartrell acted as starter, and Mr. B. Clarke as judge.

Maidens, 100 Yards Flat Race—10s. 6d., Thos. Higgins.

Boys' Race, for boys under 12, 100 yards—5s., Eli Barnfield; 2s.; 2s. 6d., W. Heaslip.

Running High Jump (handicap)—10s. 6d., G. McMillan (2 inches handicap), 4 ft. 7½ in.

Maiden Hurdle Race, 150 yards—10s., Heseltine; 5s., T. Hatcher.

11 rowing the Cricket Ball—7s. 6d., F. Symes, 100 yards.

Flat Race, 200 yards (handicap)—Set of studs value 20s., J. Brien, five yards; 7s. 6d., W. L. Mackie, five yards.

Putting the Shot, 20 lbs.—10s., T. Higgins.

Flat Race, 440 yards (handicap)—20s., J. J. McNamara, ten yards; 7s. 6d., F. Symes, five yards.

Standing High Jump—10s., T. Higgins, four feet.

Flat Race, 100 yards (handicap)—15s., T. Hatcher, scratch.

Flat Race, 100 yards (handicap), for men 40 years of age or over—10s., G. Sheriff.

Hurdles, 220 yards (handicap), over five hurdles, 3 feet 6 inches—15s., J. Brien, scratch; 7s. 6d., Heseltine, scratch.

Flat Race, 150 yards, for boys of 16 or under—7s., J. Barnfield; 3s., J. Morris.

O'le Mile Race (handicap)—15s., J. J. McNamara, scratch; 7s. 6d., W. H. Minns, 50 yards.

Eggs and Spoon Race, 50 yards, 7s. 6d., T. Hatcher.

Mr. R. Barnfield, of Willaston, had a booth on the ground for dispensing fluids to those who required them. There were two troopers on the spot, but their services were not called into requisition as everything went on in the most orderly manner. Between three and four o'clock a smart breeze spring up, and caused the dust to rise for a short time, but it soon subsided, and with this exception the day was a most agreeable one.



## RE-OPENING OF ANGLE VALE BRIDGE OVER THE GAWLER RIVER

The Angle Vale & Districts Progress Association, welcomes you to the Gala Day celebration of the re-opening of the restored Angle Vale Bridge. The festivities begin at 11am., when stalls and sideshows, open to the public. The stalls will include a variety of food and drink, produce, crafts, and static displays. Farmers Union, who are celebrating their centenary, will have on display their Mobile Museum. When organising the Gala Day, the committee decided to include entertainments from by-gone eras, therefore we are pleased to present, a Wandering Minstrel, Punch and Judy, and a Jazz Band. At mid-day the Procession will proceed from Lauriston Winery, along Heaslip Road, towards the bridge. South Australian Police Troopers will lead, followed by - Gawler Pipe Band, S.A. Police Black Maria, West End Clydesdales Team, Colonial Carriages and the Gawler District Adult Riding Club who will convey the dignitaries in vintage horse drawn vehicles. The Procession is expected to arrive at the bridge and allow dignitaries to disembark and begin the official re-opening ceremony at one o'clock.

The Mayor of the City Of Munno Para Mrs.J.Gapper, will begin the ceremony accompanied by the Chairman of The District Council Of Light Mr.D.Barkley, and the Commissioner of Highways Mr.R.Payze.

Miss Anna Heaslip will perform the opening ceremony, as did her ancestor Miss Elizabeth Heaslip in 1876.

Miss A. Heaslip will be escorted by the Commissioner of Highways to the triumphal archway in the centre of the bridge, to cut the ribbon and declare the bridge open to pedestrian traffic. The Two Wells Melodrama Group will re-enact the original opening ceremony in 1876, which did not go without incident. Descendants of Sam Dawkins

have helped with the script and are taking active roles in the re-enactment. Several plaques will be unveiled, including, National Trust, Bicentennial Authority, The Institution Of Engineers, Australia, and A.M.Dawkins Memorial Park. Two hundred invited guests will attend a Marquee Luncheon, where Michelle Coombe, President of the Progress Association, will introduce Guest Speaker, Mr. Max Fatchen. Mr.Fatchen's speech will include nostalgic recollections of his earlier years and time spent at the Angle Vale Bridge.

The general public will continue to be entertained by the Gawler Town Band as well as many other activities in which they can participate. The Gawler District Adult Riding Club, will be conducting 'horse games' in a nearby paddock, while Gawler Athletics have arranged 'The Sports' as previously held in 1876.

For those wishing to know more about the bridge and the Gawler River, guided walks will be given by the River Gawler Assoc. The Progress Committee have spent the past year organising the Gala Day, and we have tried to provide a variety of interests and entertainments for everyone. We have asked that you join into the spirit of the day by wearing period costume, and we invite you to join in on the fun and partake of the activities.

There are so many people and organisations to thank for their assistance, as the page of Acknowledgements shows, but most of all we would like to thank you, the public, for attending the Gala Day and supporting this important event in the history of Angle Vale.

### PRESENT COMMITTEE MEMBERS

President	MICHELLE COOMBE
Vice President	ALISSON MARSLAND
Secretary	FIONA VARACALLI
Treasurer	Cr.EFFIE ROGERS
Assist.Secretary	RAELENE FULLER
Public Officer	RICK DESMIER
BARBARA DICKS	CHRISTINE PERRY
DARREN SCALFE	CHERYL MACARTHUR
MALCOLM MCINNES	

# PROGRAMME

- 8:00 am HEASLIP RD (north of Angle Vale Rd.)  
CLOSED TO TRAFFIC
- 11:00am STALLS & SIDESHOWS OPEN
- 12:00 PROCESSION LEAVES LAURISTON WINERY  
(via Heaslip Rd. to bridge)
- 12:30 pm PROCESSION ARRIVES AT BRIDGE  
(carrying official party)
- RE-ENACTMENT OF ORIGINAL OPENING CEREMONY IN 1876  
(Two Wells Melodrama Group)
- 1:00 pm OFFICIAL RE-OPENING CEREMONY
- 2:00 pm THE SPORTS (Gawler Athletics)  
INFORMAL HORSE GAMES (Gawler Adult District Riding Club)  
VARIOUS ENTERTAINMENTS CONTINUE THROUGH THE AFTERNOON
- 4:00 pm CONCLUSION *'our hard working volunteers have arranged for us  
to use lots of KESAB bins..so,  
"Dont rubbish S.A. - Put it in a bin."*
- 6:00 pm HEASLIP ROAD RE-OPENS TO TRAFFIC



## STALLS & ENTERTAINMENT

- |                             |                              |
|-----------------------------|------------------------------|
| BUSH B.B.Q.                 | S.A.POLICE TROOPERS          |
| WEST END VAN                | S.A. POLICE BLACK MARIA      |
| PETERS ICECREAM             | WEST END CLYDESDALES         |
| COCA COLA VAN               | COLONIAL CARRIAGES           |
| MOBILE SPIT                 | AIR TRAINING CORP.           |
| P & M AMUSEMENTS            | SOUVENIR & INFORMATION BOOTH |
| FOOLS COMPANY               | CRAFT STALLS                 |
| CLOWN                       | PRODUCE STALLS               |
| FARMERS UNION MOBILE MUSEUM | BAILEYS' POTATO BAKE         |
| JAZZ BAND                   | SOFT SERVE ICECREAM          |
| BUSH BAND                   | CRYSTAL DE'LIGHTS            |
| BRIDGE TALKS & WALKS        | HANGING BASKETS              |
| WANDERING MINSTREL          | PLANTS & FLOWERS             |
| PUNCH AND JUDY              | BRIC A' BRAC                 |
| DANCING                     | ELIZABETH SPINNERS & WEAVERS |
| SPORTS                      |                              |
| INFORMAL HORSE GAMES        |                              |
| AFTERNOON TEA               |                              |
| HOBBYTEX                    |                              |
| PERFORMANCES                |                              |

"AND MORE"



## Sam and the Angle Vale bridge

Sam bought McCord's property in 1876 at the same time that the first Angle Vale bridge was about to be built, and apparently McCord had promised the Government the little piece of his land necessary for the road on the Gawler River side of the bridge to meet the Angle Vale road on the south side.

When the Government approached Sam regarding the piece of land, Sam suggested,

'The deeds have not yet been made over to you, but I'll give the land if you will pay for the transfer.'

The Government promised that it would but somehow nothing was done about it.

The bridge was built and at a cost of £2,800, although the estimated cost had been £3,000. An article in the daily paper, the *Register*, said it was 'one of the few public works carried out for less than the estimated cost'.

Now the bridge stood ready to be opened but still the transfer of the deeds had not been paid for. So Sam went down the day before the opening, and taking his shovel and crowbar dug a hole, put in a post and fenced off the piece of land which still belonged to him.

The next day was Wednesday, November 22nd and the official party, comprising the Commissioner of Public Works, the Honorable J. Cotton M.P.; the Chief Secretary, the Honorable Sir Henry Ayers, M.L.C.; the Honorable T. Hogarth, M.L.C.; Mr Cavanagh M.P.; and Mr Bright, M.P. came up from Adelaide to Angle Vale for the opening and following celebrations.



*Sam, aged about forty.*

A Triumphal Arch, adorned with evergreens and flowers, surmounted the bridge and under and around it had assembled a crowd of about five hundred people.

As the first of her sex to be born in the neighbourhood, Miss Heaslip had been given 'the honourable duty of formally opening the bridge! She stood ready with the bottle of wine to commence proceedings but there was Sam's post in the middle of the roadway!

The stewards ran around in a panic conferring with the official party, while short, stocky, immovable Sam, looking not unlike a strainer post himself, remained fixed on his piece of fenced-off land regarding them all with a steady gaze.

Finally, after a hasty consultation amongst themselves, the stewards decided that there was nothing for it but to approach the determined landowner and make a further promise to pay for the transfer.

'All right,' Sam told them. 'You've promised in front of all these people as witnesses, so the post can come up.'

The stewards sighed with relief and rushed forward to take up the shovel and crowbar but Sam stopped them.

'No,' he said holding up his hand. 'I put the post in and I'll take the post up.'

After that, Miss Heaslip broke the wine bottle on the stonework of the bridge, the crowd cheered lustily and the bridge was declared open to traffic. The Official Party made speeches (at least thirteen) and Mr Sparshott J.P. proposed a toast to the Ministry and Parliament — 'hoping they would all get back in again (cheers and laughter)<sup>2</sup> and games and feasting were enjoyed by all\*.



## A. M. DAWKINS MEMORIAL PARK

*"A.M.DAWKINS, born in 1868, was Sam Dawkins oldest son and was present with Sam when the bridge was originally opened in 1876. A.M.DAWKINS was the last individual to own the land transformed into the park.*

*On this day, November 20th 1988, the Hon.M.B.DAWKINS will unveil the plaque dedicating the park to his father."*

oooooooooooooooooooo

After you have inspected the historic bridge take the time to relax in these pleasant surroundings.

If you are quiet and observant you will see and hear many birds and find evidence of other animals. Over thirty species of birds have been seen here. Swallows and the introduced pigeons roost and nest under the bridge. When there is water in the river you might see white-faced heron fishing and be sure to look for tadpoles.

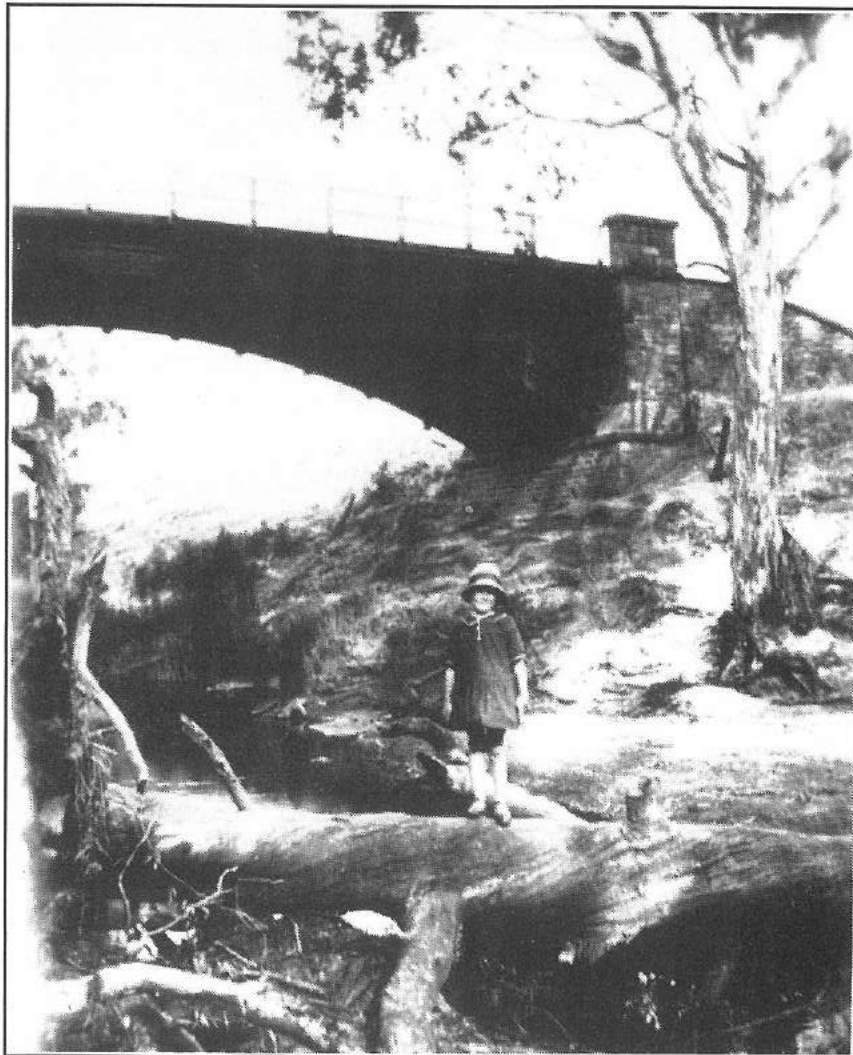
The majestic river red gum provides food and shelter for many of the local birds.

When they are in flower you are likely to see parrots and honey-eaters feeding on the blossoms, nectar and insects. Watch for the colourful rainbow bee-eater that nests in the river bank.

Watch the skies above for the birds of prey - nankeen kestrels, black-shouldered kite and little falcons as they hover over their prey. You are also likely to see several common black and white birds - the willie wagtails, magpie larks and Australian magpies.

In the dry river bed you may find tracks and traces of small mammals; brush-tailed possums, rabbits and rats.

As the Broughton wattle bush grows the yellow flower balls will make a pretty display. Hundreds of these native wattles have been re-established along the river banks.



PHOTOGRAPH OF MARY ALDRIDGE STANDING UNDER THE BRIDGE  
(C. 1920s.) COURTESY MRS.MARY HACKETT (nee ALDRIDGE)

# ACKNOWLEDGEMENTS

(PRELIMINARY 24-10-88)

AIR TRAINING CORP. PENFIELD  
ANGLE VALE & DISTRICTS PROGRESS ASSOC. INC.  
ANGLE VALE PRIMARY SCHOOL  
ANGLE VALE YOUTH  
AUST. CITIZENS RADIO MONITORS GAWLER DIV.  
BARKER. B.  
BARKLEY. D. & P.  
BUNYIP PRESS GAWLER  
COLONIAL CARRIAGES  
CITY OF MUNNO PARA  
DISTRICT COUNCIL OF LIGHT  
ELIZABETH & DISTRICT FOUNDATION INC.  
ELDER. I. D.  
ELIZABETH FIELD SCOUT GROUP  
FARMERS UNION  
FATCHEN. MAX  
GAWLER ATHLETICS  
GAWLER C. B. CENTRE & OUTBACK TOURS  
GAWLER DISTRICT ADULT RIDING CLUB  
GAWLER ICE  
GAWLER PIPE BAND  
GAWLER TOWN BAND  
GAWLER'S PARA FLORISTS  
GAWLER RIVER DISTRICT C. F. S.  
GRAHAM. P.  
HACKETT. M.  
HANN FAMILY  
HAWES. J.  
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RIVER GAWLER ASSOCIATION INC.  
ROTARY CLUB OF MUNNO PARA  
S. A. POLICE HISTORICAL SOCIETY  
S. A. POLICE GAWLER  
STACY. W.  
ST. JOHN AMBULANCE GAWLER  
TERRY HANN PHOTOGRAPHER  
THE ADVERTISER  
THE INSTITUTION OF ENGINEERS, AUST.  
TWO WELLS MELODRAMA GROUP  
TRELIN FLOWERS  
YACUMIS. M.  
VERSACE. D.  
WEST END  
WEST END CLYDESDALES TEAM  
WHEATSHEAF HOTEL VIRGINIA

# The Advertiser

From The Advertiser, 14th October, 1986.

**FATCHEN** Max Fatchen's lyrical viewpoint

## More bridging finance

The country bridge over the Gawler River at Angle Vale will receive \$45,000 for the restoration of its laminated timber arch as an Australian Bicentennial project.

*I like a country bridge like this though pocket-books may quiver  
To fix that laminated arch that spans the Gawler River.  
Old iron-rimmed wagon wheels will roll and rouse the stubble quail  
When memory sends its ghosts across the bridge at Angle Vale.*

*The pigs that went to market with a sacrificial squeal,  
The drovers on their horseback as they called their dogs to heel . . .  
The varnished buggies glistening with harnessed, haughty steeds  
And kids with bamboo fishing rods among the river reeds.*

*Old country bridges, serving time, with timbers warped and worn  
Would tremble to the Model T with hoarse, asthmatic horn.  
There came the rattling lorries with their drivers' dusty brows  
And cream cans full of nourishment from cud-quiescent cows.*

*We saw the old fat harvest moon above the ranges rise.  
How sweet the moonlight slept, my love, in your big country eyes.  
The mopoke called our names I think across that splintered rail,  
That laminated bridge of sighs that led to Angle Vale.*

Max Fatchen.